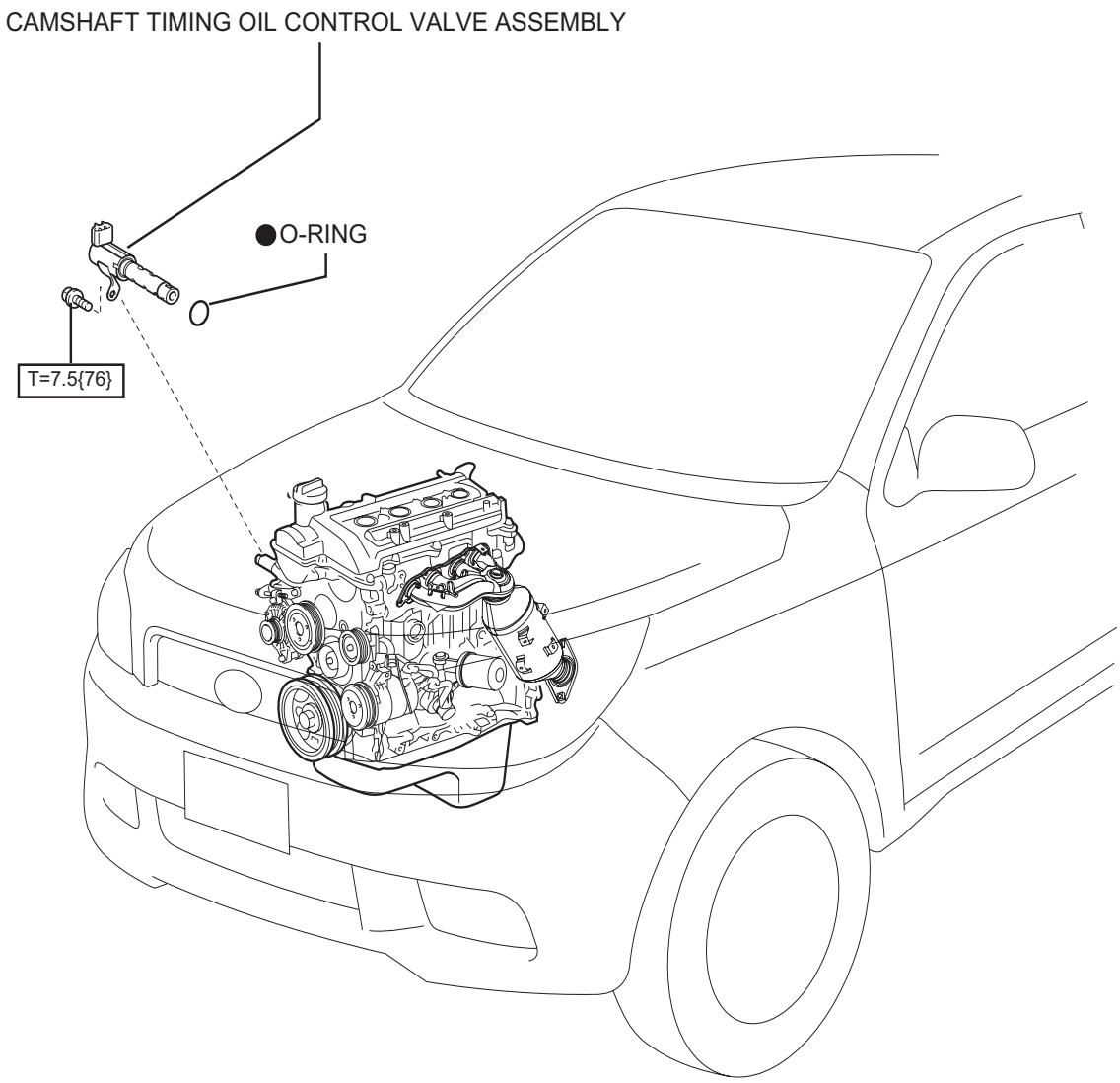
CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY (3SZ-VE)

COMPONENTS

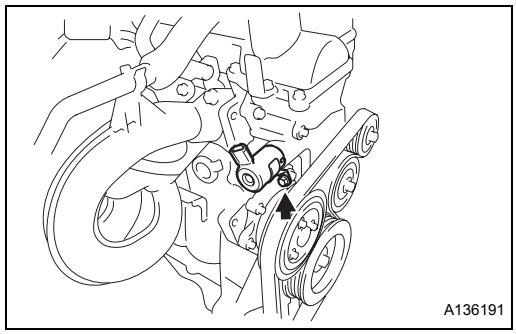


REMOVAL

1. REMOVE CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY

(a) Disconnect the connector.

(b) Remove the bolt, then remove the camshaft timing oil control valve assembly.



INSTALLATION

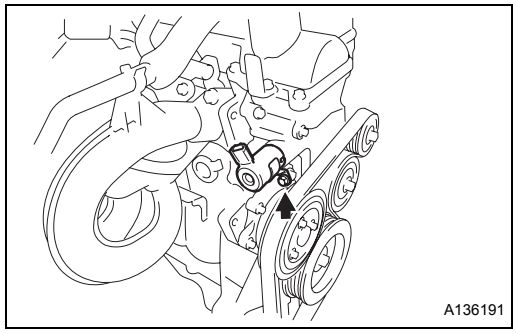
1. INSTALL CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY

(a) Apply engine oil to a new O-ring.

(b) Install the camshaft timing oil control valve assembly with the bolt.

Torque: 7.5 N*m (76 kgf*cm)

(c) Connect the connector.



ON-VEHICLE INSPECTION

1. CHECK CAMSHAFT OIL CONTROL VALVE ASSEMBLY OPERATION

(a) Connect the DS-II to the DLC.

(b) Warm up the engine.

(c) Following the prompts on the screen, select ACTIVE TEST, then VVT CONTROL and check the idling speed in both the INACTIVE or ACTIVE modes.

Standard

Item	Standard
Inactive (OCV OFF)	Normal engine speed
Active (OCV ON)	Rough idle or engine stop

(d) Following the prompts on the screen, select ACTIVE TEST, then VVT LINEAR DRIVE BANK 1 and check the idling speed at the max retard angle (-100%).

Standard

Item	Standard
When normal	Normal engine speed
Max retard angle (-100%)	Rough idle or engine stop

INSPECTION

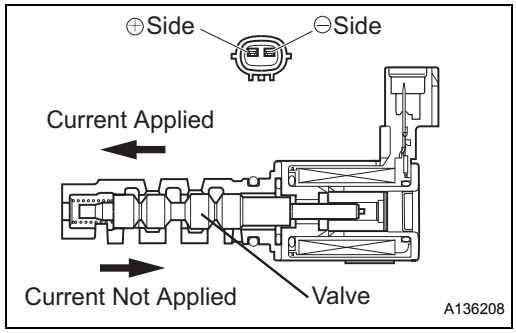
1. CHECK CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY

(a) Check the resistance.

(1) Using a tester, measure the resistance between the terminals.

Standard:

6.9 to 7.9 Ω (when 20°C)



(b) Check operation.

(1) Apply battery voltage across the terminals, then check that the spool valve operates.

NOTICE:

Make sure the spool valve is not stuck.

HINT:

If the spool valve does not return due to foreign matter like sludge, the pressure may leak slightly toward the advanced side. This leakage may cause DTCs to be recorded.